

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 2926, AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

Mr. REYNOLDS, from the Committee on Rules, submitted a privileged report (Rept. No. 107-214) on the resolution (H. Res. 244) providing for consideration of the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system, which was referred to the House Calendar and ordered to be printed.

WAIVING REQUIREMENT OF CLAUSE 6(a) OF RULE XIII WITH RESPECT TO CONSIDERATION OF CERTAIN RESOLUTIONS

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 242 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 242

Resolved, That the requirement of clause 6(a) of rule XIII for a two-thirds vote to consider a report from the Committee on rules on the same day it is presented to the House is waived with respect to any resolution reported on the legislative day of Friday, September 21, 2001, providing for consideration or disposition of a bill to preserve the continued viability of the United States air transportation system.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Texas (Mr. FROST), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, House Resolution 242 waives clause 6(a) of rule XIII requiring a two-thirds vote to consider a rule on the same day it is reported from the Committee on Rules. The rule applies to the waiver to a special rule reported on the legislative day of September 21, 2001, providing for consideration or disposition of a bill to preserve the continued viability of the United States air transport system, H.R. 2926, the Air Transportation Safety and System Stabilization Act.

The rule allows this body to take up this legislation in a timely fashion, making it possible for prompt consideration of a much needed relief measure for the struggling airline industry.

Mr. Speaker, this House has been united as rarely, if ever, seen before. We came together in an overwhelming and bipartisan fashion to aid those in crisis and support our President as he seeks justice. Today, we need to come together again to consider a critical piece of legislation to further guide our Nation and its citizens through this

crisis. Now is not the time for stalling or dilatory tactics. This legislation has been approved by leaders on both sides of the aisle, in both Chambers, and in conjunction with the administration. It is imperative that we move forward with this urgent measure.

I urge my colleagues to support this rule so we may proceed with the legislation itself.

Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I thank my colleague for yielding the time, and I yield myself such time as I may consume.

This is the first of two rules that we will consider. This rule provides for the waiver of the 24-hour layover requirement for the next rule. I will have a fairly lengthy statement when we take up the next rule. We do have a number of speakers who want to speak on this rule as well as the next rule.

Mr. Speaker, I yield 2 minutes to the gentleman from Oregon (Mr. DEFAZIO).

Mr. DEFAZIO. I thank the gentleman for yielding time.

Mr. Speaker, here we have before us a bill that will cost the taxpayers of America more than \$20 billion. There will be 1 hour of debate. No amendments will be allowed. Even if this bill passes, 100,000 people in jobs directly related to the airline industry will lose their jobs. We have heard that from the CEOs who essentially wrote this bill. They are still going to fire or lay off 100,000 people. There is not one penny in this bill of accommodation for those people, for their insurance, for their mortgage, or anything else. Not one penny.

There are tens of thousands of other people who work in related businesses: travel agents, car rental agencies, hotels. The list is endless. There is not one penny for those people of assistance in this bill. Not an emergency disaster declaration. No help with their payments to the bank. Not one penny.

And then we go to our local airports. Millions of dollars a day are being spent by our local airports to beef up security. There is not one penny in this bill for them either. So 100,000 workers, related workers, all the other governments in America that are incurring costs, not one cent in this bill.

Even more distressing than that is the fact that the inadequate security measures that prevailed before this tragedy continue to prevail and under this bill will not be improved. This bill does not specify that we will federalize airport security, which we have heard from virtually every expert, we have even heard it from the airline CEOs, they just say they are not willing to pay for it, and they say the American public will not pay for it. They say the American public will not tolerate a \$3 tax for airline security. That is incredible. They are so out of touch. But they are so much in touch that they got ev-

everything they wanted in this bill, but everybody else is excluded.

This bill does not do the things we need to do today. It might be hard to write a good bill by tonight, but we can stay here this weekend and write a bill. If this is a crisis, why are the Republicans running out of town? Why are they pushing us out of here? Why are they limiting debate? And why are they not allowing a single amendment?

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. GEORGE MILLER).

Mr. GEORGE MILLER of California. Mr. Speaker, last night we heard from our President about what this Nation needs to do to come together in the face of the challenge and the crises and the dangers that we face. Yet today the first thing we do is bring out legislation that is very narrow in its focus. It only takes care of the solvency of the airlines to the exclusion of everyone else; to the exclusion of the workers who have lost their jobs, who are directly related to this, to their families, the problems they are suffering now as a result of that.

We take care of airline executive compensation. They are guaranteed in this bill they can make somewhere between 5 and 35, and, if they bail out of this industry in the next few months, they can make up to \$70 million. They are taken care of. But the people who have lost their health care coverage, the people who have lost their income, they are not taken care of.

This is about a Nation going forward together. But in this legislation, we left the workers behind. This legislation is based upon the premise that somehow if we give the airlines a bailout, that people will fly again.

But this legislation does not deal with the problems that the American public is concerned about. They are not concerned about whether or not their airline is solvent, they are concerned about whether or not it is safe. We failed to address, as we have for over a decade, the federalization of the law enforcement powers given to the people who are screening the bags and providing security. The fact of the matter is we have heard from so many people in the airline industry that people are only marginally better off, if any better off, since September 11 in the airline industry. That is why they are not flying.

This legislation should direct this administration and this government to federalize those systems. No, we are going to debate it. We are going to debate, and the airlines are going to come back and tell us that airline traffic cannot stand this fee, they cannot stand this fee so we cannot federalize this system. We had better do this, but we do not do it in this legislation. Why? Because we had to rush home